

For Sale.

MacEwen, FRICKEL & Co.
VICTORIA EXCHANGE.

Queen's Road Central.

H A V E F O R S A L E

THE FOLLOWING

STORES.

—O—

EX AMERICAN MAIL STEAMER.

Smoked HAMS.
Golden SYRUP in Gallon Tins.
Assorted SYRUPS.
Currants, Table FRUITS.
ASPARAGUS.
Queen OLIVES.
Sausage MEAT.
Caviar.
Pickled MEATS.
MACKEREL in 6th Tins.
Eagle Brand MILK.
Lamb's TONGUES.
Green CORN.
Baked BEANS.
BROWN.

A LARGE ASSORTMENT

COOKING AND PARLOUR

STOVES.

AGATE IRON WARE COOKING
UTENSILS.
Waffle IRONS.
CHARCOAL IRONS.
KEROSENE LAMPS.
NONFAMEL KEROSENE OIL.

WINES, &c.

SPARKLING SAUMUR, Pils. & Qts. @
\$11 and \$12.
OUP CHAMPAGNE, Pils. & Qts. @ \$12
and \$14.
SAUMUR'S SHERRY.
SAUMUR'S PORT.
ROYAL GLENDE WHISKY.
JAMESON'S WHISKY.
OLD BOURBON WHISKY.
HEBBER'S CHERRY CORDIAL.
ASSORTED LEQUEURS.
DRAUGHT, ALE and PORTER.
do., do., do.

THE USUAL ASSORTMENT

OILMAN'S STORES,

at the

Lowest Possible Prices

FOR CASH.

MacEwen, FRICKEL & Co.

Hongkong, July 1, 1886. 1288

FOR SALE.

JULES MUMM & Co.'s

CHAMPAGNE.

Quarts.....\$20 per Case of 1 doz.
Pils.....\$21 " " 2 " "

Dubos Freres & Co. of Gernon & Co.'s
BORDEAUX CLARETS AND
WHITE WINES.

Baxter's Celebrated 'Barley Bree'
WHISKY, 7/6 per Case of 1 doz.
GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR AMOY AND TAMSUI.

The Co.'s Steamship
Fokien, Captain Wylie, will be
despatched for the above
Ports on MONDAY, the 4th Instant, at
3 p.m.

For Freight or Passage, apply to
DOUGLAS LAIRDALE & Co.,
General Managers.

Hongkong, October 2, 1886. 1881

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Hector, Captain Barr, will be
despatched as above on
WEDNESDAY, the 6th October.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 2, 1886. 1870

THE GIBB LINE OF STEAMERS.

FOR PORT DARWIN, AND THENCE

DIRECT TO

SYDNEY AND MELBOURNE.

(Taking through Cargo for QUEENSLAND
PORTS, ADELAIDE, TASMANIA
and NEW ZEALAND.)

The British Steamer
Patan, Captain Bowley, with
quick despatch will leave from JAPAN
and FOKIEN, will be despatched as above
on THURSDAY, the 7th Instant, at 4 p.m.
To connect at Port Darwin, with the
Rowland, for the transhipment of through
Cargo for QUEENSLAND PORTS and NEW
ZEALAND.

The Patan has excellent Accommodation
for First-class Passengers.

1885

FOR YOKOHAMA AND KOBE.

The British Steamer
African, Captain Roy, shortly due
quick despatch will leave from MANILA,
will be despatched as above on
The Steamer will load for the Colonies
from JAPAN leaving Kobe about the middle
of current month.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, October 2, 1886. 1885

To-day's Advertisements.

UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A Second BONUS of FIVE PER CENT.
on Contributions, and a DIVIDEND
of SIX DOLLARS and TWENTY-FIVE CENTS
per Share for the year 1885, will be Payable
on MONDAY, the 4th Instant.

Shareholders may be had on application at
the Office of the Society on and after that
date.

By Order of the Board,
N. J. EDE, Secretary.

Hongkong, October 2, 1886. 1883

FOR SALE

THE BRITISH STEAMSHIP

CRUSADER.

For Particulars, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, October 2, 1886. 1883

SEALED TENDERS will be Received

by the Undersigned before 2 p.m. on
WEDNESDAY, the 13th Instant, for the
SUPPLY to H.M. NAVAL YARD of 1,500
TONS of the Best French Wrought Screened
AUSTRIAN COAL.

Tenders should quote Price per ton
'ex ship,' and Price per ton deliverable
free of expense into the NAVAL YARD COAL
SHEEDS at Kowloon.

The Coal is to be delivered within 3
months from date, and is to be subject to the
Approval of the Reserving Officers.

The right to refuse the lowest or any
Tender is reserved.

W. H. LOBB,
Naval Storekeeper.

H.M. Naval Yard, Hongkong, 2nd October, 1886. 1887

COMPAGNIE DES MESSAGERIES

MARITIMES

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.

MEDITERRANEAN AND BLACK
SEA PORTS.

OF BRAZIL, AND LA PLATA:
ALSO
BORDEAUX, LE HAVRE, DUNKIRK,
LONDON AND ANTWERP.

ON THURSDAY, the 19th October,
1886, at Noon, the Company's
S.S. ANADYR, Commandant DELACROIX,
with MAILS, PASSENGERS, SPECIES,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and re-
ceived in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until 4
p.m., Specie and Europe until 3 p.m. on
the 19th October, 1886. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, October 2, 1886. 1882

Occidental & Oriental Steam-

Ship Company.

MAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

THE Steamship OCEANIC will be
despatched for San Francisco, via
Yokohama, on THURSDAY, 21st October,
at 3 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full, and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

RETURN PASSENGERS.—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20 % from Return Fare; if re-embarking
within one year, an allowance of 10 % will
be made from Return Fare. Pro-Paid Re-
turn Passage Orders, available for one year,
will be issued at a Discount of 25 % from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
should be sent to the Company's Offices,
addressed to the Collector of Customs, San
Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 504, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, October 2, 1886. 1884

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

ANTHONY, American barque, Capt. H. J.
Hemmingsway.—Arnhold, Karberg & Co.

BILLY SIMPSON, British barque, Capt. F. A.
Brown.—Captain.

BOTVIN, Norwegian barque, Captain Oh.
Henriksen.—Melchers & Co.

GALATHEA, British ship, Captain William
Colville.—Barnes & Co., Ltd.

HARVEST, American ship, Captain Wm.
Taylor.—Order.

HYDRA, German barque, Capt. C. Binge.
—Stomson & Co.

JOHN PRAEY, British ship, Capt. Theo.
Ryan.—Messageries Maritimes.

PERSEUS, American barque, Capt. O.
G. Ratton.—Adams, Bell & Co.

RIPON, British barque, Captain Jas.
Neave.—Jardine, Matheson & Co.

SARAH HIGGINS, American ship, Capt. A.
Morgan.—Ed. Scollins & Co.

SENAVAY, British barquette, Captain
James Garlick.—Stomson & Co.

SHIPPING.

ARRIVALS.

October 1 (1886).
Signal, German steamer, 385, O. A. Han-
dowald, Paoth September 28, and Hoihow
30, General.—Stomson & Co.

October 2—

Stratheden, British steamer, 634, William
Hutton, Saigon September 26, Rice, &c.
Arnhold, Karberg & Co.

Acacia, British steamer, 1,293, Thomp-
son, Shanghai September 25, Koochow 29,
and Swat (October 1), General.—BUTTER-
FIELD & SWIRE.

City of Sydney, American steamer, 3,400,
D. E. Friele, San Francisco September 4,
and Yokohama 26, Maile and General.—
P. M. S. S. Co.

Peking, British steamer, 954, G. Heuer-
mann, Shanghai September 29, General.—
Stomson & Co.

Pookana, British steamer, 990, H. V. Ho-
gg, Shanghai September 29, General.—
JARDINE, MATHESON & Co.

Onyia, British steamer, 1,556, P. H.
Machugh, London and Singapore Sept. 25,
General.—ARNHOLD, KARBERG & Co.

October 2—

Telamon, for Amoy and Shanghai.
Duburg, for Swatow and Amoy.
Canton, for Swatow and Shanghai.
San Pablo, for San Francisco.

Vorwarts, for Singapore and Bombay.
Diamond, for Amoy and Manila.
Gildard, for Shanghai.

Ann H. Smith, for New York.
Signal, for Hoihow and Paoth.
Livia, for Hoihow and Paoth.
Thales, for Canton Ports.
Cliveden, for Rangoon.

Per City of Sydney, from San Francisco,
&c.; Messrs J. H. Hart, Mrs C. D. Holmes,
Messrs T. H. Hayes, T. R. Kango, U. E.
Seeger, Dr. and Mrs. E. H. Thompson, Mr.
You Quok Sung, and 500 Chinese.

Per Peking, from Shanghai, Mr. T.
Fukuhara, and 36 Chinese.

Per Pookana, from Shanghai, Mr. Casson,
and 15 Chinese.

Per Chinqua, from London, &c., Mr. J.
Carlson, and 146 Chinese.

Per Telamon, for Amoy, &c., 50 Chinese.

Per Duburg, for Swatow, 200 Chinese.

Per San Pablo, for Yokohama, Mr. F.
Nandin, and 1 Chinese; for San Francisco,
148 Chinese.

Per Diamond, for Amoy, &c., 1 Euro-
pean, and 61 Chinese.

Per Gildard, for Shanghai, 3 Chinese.

Per Vorwarts, for Singapore, 2 Chinese
ladies; for Penang, 1 Chinese lady; for
Singapore and Penang, 400 Chinese.

TO DEPART.

Per Ann H. Smith, for New York, 2
Europeans.

Per Signal, for Hoihow, 180 Chinese.

Per Livia, for Hoihow, 20 Chinese.

Per Thales, for Canton Ports, 8 Europeans,
and 160 Chinese.

SHIPPING REPORTS.

The British steamer Stratheden reports:
Had strong N.E. winds and heavy head
sea; after passing Paoth.

The American steamer City of Sydney re-
ports: From San Francisco to Yokohama,
for weather with variable winds. From
Yokohama to Hongkong, fine weather with
strong N.E. winds from Turnabout.

The British steamer Peking reports: Left
Shanghai Wednesday, 29th at noon, had
breeze to moderate N.E. wind and hazy all
passage.

POST OFFICE NOTICES.

MAILS will close—
For HOIHOW & PAOKHOL—
Per Alwina, at 9 a.m., on Sunday, the
3rd inst., instead of as previously
notified.

For AMOY & TAMSUI—
Per Zokio, at 3.30 p.m., on Monday,
the 4th inst.

For HANGHONG—
Per Iduna, at 5 p.m., on Monday, the
4th inst.

For AMOY AND MANILA—
Per Don Juan, at 4.30 p.m., on Tuesday,
the 5th inst.

For SAIGON—
Per Triton, at 4.30 p.m., on Wednesday,
the 6th inst.

For SINGAPORE—
Per Polyphemia, at 4.30 p.m., on Wed-
nesday, the 6th inst.

For KOBE AND YOKOHAMA—
Per Tranconer, at 3.30 p.m., on Thurs-
day, the 7th October.

For NAGASAKI, KOBE & YOKOHAMA—
Per Thibet, at 2 p.m., on Friday, the 15th
October.

Quotations.

HONGKONG, October 2.

OPIUM—New Patna, cash..... 520/25

" Old " " " " " " " " " " " "

" New Benares, cash..... 524/510

" Old " " " " " " " " " " " "

" New Malwa, cash..... 590

" Allowance, Tael..... 39/48

" Old Malwa, cash..... 540

" Allowance, Tael..... 32/56

" Persian, Oily, cash..... 400/450

" Allowance, Tael..... 16/32

" Persian, Paper tied..... 400/500

" Allowance, Tael..... 16/32

Exchange.

HONGKONG, October 2.

On London..... 3/2

" Bank, Wire..... 3/2

" 30 days sight..... 3/2

" 4 months sight..... 3/3

" On Paris..... 3/2

" On demand..... 4/06

" On New York..... 4/15

" On demand..... 78

" On Bombay..... 70 1/2

" On Calcutta..... 22 1/2

" On Shanghai..... 22 1/2

" On demand..... 22 1/2

" On Hongkong..... 72

" 30 days sight..... 72

" Gold Leaf, 100 fine..... 82 1/2

" Sovereigns..... 80 1/2

Temperature.

(Taken at Messrs Paken & Co.'s Premises,
Queen's Road.)

BAROMETR—9 A.M..... 30.012

" Do..... 29.950

" Do..... 29.950

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MEMOS. FOR TO-MORROW.

Shipping.

Daylight—Thales leaves for Const. Port.
9 a.m.—Excursion trip by Hoihow to
Macao.

RELIGIOUS SERVICES.

ORDER OF SERVICES OF THE CHURCH OF
ENGLAND AT ST. JOHN'S CATHEDRAL FOR
THE 15TH SUNDAY AFTER TRINITY.

8.30 a.m.—Military Parade Service.
11.30 a.m.—Matins, Holy Communion
and Sermon.

5 p.m.—Evangelical
UNION CHURCH—Divine Worship, 11
A.M.—Rev. E. J. Ethel. Services in Chinese,
2 p.m.—Rev. J. Chalmers, M.A., L.L.D.
SEAMEN'S SERVICES.—The Services for
Seamen which have been hitherto held in
the Mission Church, Queen's Road, will be
held in the future in Union Church on
Sunday and Friday evenings at 7

THE BARRIED ICEBERG.

A LAY FOR THE WIND-ROSE.

It was the good ship *Henry's* Coast
That sailed for the North Sea,
And our shipper had taken no instrument
To bear him company.

For I, he said, I am a sailor man,
And I will not be a sailor man
Your liberty is a thing I will not touch,
Though the howling wind do blow.

So we sailed away to the Northern Sea,
And I will not be a sailor man
Your liberty is a thing I will not touch,
Though the howling wind do blow.

And at last we came where the iceberg lay,
And I will not be a sailor man
Your liberty is a thing I will not touch,
Though the howling wind do blow.

We stuck there till we were almost dead,
And I will not be a sailor man
Your liberty is a thing I will not touch,
Though the howling wind do blow.

With sticks of ice round us as we lay,
And I will not be a sailor man
Your liberty is a thing I will not touch,
Though the howling wind do blow.

I may have been a sailor man,
But I will not be a sailor man
Your liberty is a thing I will not touch,
Though the howling wind do blow.

Then we were all made whole,
And I will not be a sailor man
Your liberty is a thing I will not touch,
Though the howling wind do blow.

And the polar bears they seemed to say,
We are in a human way,
A sailor man, a sailor man,
And I will not be a sailor man.

So we went to the Captain then, and said,
You are a sailor man, and I will not be a sailor man,
Your liberty is a thing I will not touch,
Though the howling wind do blow.

But get us out of this awful mess,
Or we shall have to kill,
My boys, he said, I will.

So he took the ship by the bow and stern,
And I will not be a sailor man
Your liberty is a thing I will not touch,
Though the howling wind do blow.

And he sailed for the North Sea,
And I will not be a sailor man
Your liberty is a thing I will not touch,
Though the howling wind do blow.

And this is the tale I always tell,
Whenever I am asked to tell,
For I am a sailor man, and I will not be a sailor man,
Your liberty is a thing I will not touch,
Though the howling wind do blow.

STYLES OF SUICIDE.

A San Francisco gentleman, wishing to put an end to himself, determined to take a chance on the stomach pump or the Police Surgeon's skill. He seated himself on the edge of Meigs' wharf and commenced operations by making one end of a rope fast about his waist and the other to a huge stone balanced on a slight pulley, and would topple it into the water. A razor and a revolver were laid at either hand, and then he swallowed half an ounce of strychnine. Before the deadly drug could get down to serious work he cut his throat with the razor with one hand, while the other pulled the trigger of a pistol, the muzzle of which he pressed into his ear. With a last effort he rolled into the bay, and the stone carried him to the bottom.

A resident of New York named Walters was in the dynamite business, and patented a bomb for the purpose of killing himself. It was a great success. Walters placed it under a slab of rock, then sat on the rock and touched it off with a percussion cap. It exploded into a cloud of smoke and Walters was blown into the air. He landed on the roof of a building, and the only element of failure in the demonstration of Walters' patent was that the bomb did not kill him. It doesn't make much difference, anyhow, as the method muzzes up the landscape too much to ever become popular. One Italian resident of San Francisco made a unique record by smoking himself to death with a blanketed peanut roaster, but his style was also not considered good because some of the charcoal fumes from the deadly weapon escaped and nearly suffocated his wife, mother-in-law and three children into the harp-players' paradise along with him.

The Chinese and French perform their last task in the case of a number of men. The Chinese, with their little charcoal loaded braziers, and the former with opium. The smart Chinaman, who wants to be gathered to Confrontus without any foolishness, usually has some knowledge of chemistry, and runs his opium pipe with a draught of vinegar. Vinegar dissolves the drug, forming an active tincture, in medicinal quantities, and sets it to work in more of a hurry than the lazy drug exhibit when it is not driven by other agents.

A NIGHT ENCOUNTER WITH A BOOKING CHAIR.

Old M'Stinger was going to bed a little heavy the other night, and not wishing to disturb Mrs. Stinger, who has a tongue like a rat-tail, he decided to just go and turn on the gas. He got on very well until he reached the door of the chamber where his patient wife lay sleeping. Here he paused a moment, balancing on his heels like a pole-juggler's nose. Then he decided to try it, in order to make a bee-line across the floor. Mrs. Stinger, with her back to the doorway, had placed the rocking chair with a gift skill that no man could come into the room without running over it; so the first thing he knew, M'Stinger stubbed his toe-ail against the rocker, which knocked the seat against the crazy some of his knee and made one of the long arm prod him in the stomach.

Simultaneously, he fell over the chair crosswise, and it kicked him behind his back before he could get up from the floor, as he stood on all fours. The engagement was now fully opened. When a man begins falling over a rocking chair in a dark room he ought to have three days' rations and forty rounds. Before M'Stinger could get up straight his knee came down on one of the long rockers behind, and the back of the chair came down on his head with a whack that laid him out flat on the floor, and before he could move the chair kicked him three times in the tenderest part of his ribs with the sharp end of the rocker. This made him perfectly furious, and he scrambled up and made a blind rush at the chair, determined to blow up the enemy's works. He ran square against the back, and it rocked forward with him, turning a complete somersault over the handle, throwing M'Stinger halfway across the room, and landing on top of him, digging into his abdomen like a bull's horns as he lay spread out on the under side.

It would have been a good thing for M'Stinger if he had lain still then, and let the chair have its own way. It lay flat on its back with the long points of the rocker embracing his abdomen, and didn't seem to want to do any thing active just then. But M'Stinger could not make up his mind to give it up yet. He rolled over sideways and upset the chair. It fell with a crash on its side, giving him a furious dig in the liver, which made him straighten out his legs spasmodically. Barking one shin from the step to the knee on the air, the rocking chair, and forward at the back, like a wily old ram, making faints of butting its adversary, in order to throw him off his guard. The blow in the side nearly finished M'Stinger, and while lying there he began to reflect whether his honor required him to proceed any further in the affair when Mrs. Stinger suddenly began screaming, under the impression that some one was trying to commit a burglary, robbery, and everything else. Up to this time she had been spectators with terror, and

had lain there trembling, shedding perspiration, and accumulating striking power until she gained the screaming capacity of an engine. She has just reached her third sforzando fortissimo accelerando, when old M'Stinger succeeded in getting to his feet once more, and became dimly visible to Mrs. Stinger.

With one last wild paring shriek she sprang from the bed and made a dash for the door, near which the rocking chair still stood menacing the whole universe with a stolid motion. Mrs. Stinger had no time for investigation just then, and she picked up and over the rocking chair, and clear on down the stairs the chair after her, turning over and over, and kicking Mrs. Stinger every bump until they both landed in the hall below, where the chair broke to atoms. This ended the fight.—*Rare Bits.*

THE 'IMMORAL CHINESE.'

The *Sydney Telegraph* makes the following comments on the pharisaical attitude assumed by most Europeans towards the Chinese: "We are quite in accord with the Europeans, and mainly protest made in the Legislative Assembly on Tuesday evening by Sir Henry Parkes against the hypocrisy which is always demonstrating its claims to the possession of superior virtue by cheap denunciations of the vices of the immoral Chinese. We further agree with Sir Henry Parkes in wishing that the law and the Chinese in the country, and fully recognize the necessity of closely watching their ingress and increase in any part of Australia. We want Australia, every inch of it, for the Australians, for a great nation of civilized Europeans and predominantly Anglo-Saxons, and think that anything likely to prejudice this general homogeneity of race, as, for instance, the separation of tropical Australia on the basis of the introduction of a population of colored laborers for the interest of a few capitalists, would be a matter of the utmost concern to the future of Australia as a whole. But, nevertheless, we still hold that it is impossible for any impartial person to regard the cheap morality, which is always thanking Heaven that we are not as these Chinamen, as anything other than a piece of the same old, same old nauseous humbug. It is a quality which unites as thoroughly to realize the character of moral prudishness which other nations, often as doubt too indiscriminately, attribute to Englishmen.

We have not the slightest desire to set up the Chinaman as a pattern of purity. We have no reason to believe that he is in any way better than others. But before we emphatically decide that he is so much worse than others, as so many delight to assume, or that he is a monster of iniquity, it may be well to ask us to our qualifications for making the first stone. Even if our self-scrutiny had the effect of placing us on a lofty pedestal far above the frailties and vices of average humanity, it might still be worth asking if the present is a well-chosen time for stoning the immoral Chinaman. How about those recent cases of alleged immorality in the midst of our civilized city? How about a still more recent case of horrible outrage on an unfortunate child whose lips are sealed by death? There is that case of the North Harbour murder still unexplained and unexplained. Would it not be well to let these cases rest a little further from memory before we undertake the duty of pronouncing on the vices of the Chinese fellow-residents? There is no reason to believe, so far as we are aware, that in any of these cases the culprits were Chinamen. If we were to carry money somewhat further back to the outrage at Waterloo and Woolloomooloo, we should come in contact with crimes which for their depravity and revolting savagery could scarcely be matched in the annals of the most degraded race of barbarians on the face of the earth. And instead of plunging into the vilest records of crime, we may view somewhat higher, we may profitably consider the accusations which are now being made against the working of an extensive Government department, we may try to picture that scene on Tuesday night of our halls of legislation, when one Minister of the Crown was engaged in a fight with a fellow-member, with two of his brother-Ministers hounding him on, recollections which may possibly put some check to our disposition to assume a high character for moral perfection, entitling us to sit in judgment on all other and less virtuous races of our earth.

There are, we are told, unscrutable scenes of vice in the Chinese dens of the city. Quite possibly there are. Indeed there must necessarily be a great deal of immorality among a race of whom only the vilest and most depraved are allowed to turn on the gas. He got on very well until he reached the door of the chamber where his patient wife lay sleeping. Here he paused a moment, balancing on his heels like a pole-juggler's nose. Then he decided to try it, in order to make a bee-line across the floor. Mrs. Stinger, with her back to the doorway, had placed the rocking chair with a gift skill that no man could come into the room without running over it; so the first thing he knew, M'Stinger stubbed his toe-ail against the rocker, which knocked the seat against the crazy some of his knee and made one of the long arm prod him in the stomach.

Simultaneously, he fell over the chair crosswise, and it kicked him behind his back before he could get up from the floor, as he stood on all fours. The engagement was now fully opened. When a man begins falling over a rocking chair in a dark room he ought to have three days' rations and forty rounds. Before M'Stinger could get up straight his knee came down on one of the long rockers behind, and the back of the chair came down on his head with a whack that laid him out flat on the floor, and before he could move the chair kicked him three times in the tenderest part of his ribs with the sharp end of the rocker. This made him perfectly furious, and he scrambled up and made a blind rush at the chair, determined to blow up the enemy's works. He ran square against the back, and it rocked forward with him, turning a complete somersault over the handle, throwing M'Stinger halfway across the room, and landing on top of him, digging into his abdomen like a bull's horns as he lay spread out on the under side.

It would have been a good thing for M'Stinger if he had lain still then, and let the chair have its own way. It lay flat on its back with the long points of the rocker embracing his abdomen, and didn't seem to want to do any thing active just then. But M'Stinger could not make up his mind to give it up yet. He rolled over sideways and upset the chair. It fell with a crash on its side, giving him a furious dig in the liver, which made him straighten out his legs spasmodically. Barking one shin from the step to the knee on the air, the rocking chair, and forward at the back, like a wily old ram, making faints of butting its adversary, in order to throw him off his guard. The blow in the side nearly finished M'Stinger, and while lying there he began to reflect whether his honor required him to proceed any further in the affair when Mrs. Stinger suddenly began screaming, under the impression that some one was trying to commit a burglary, robbery, and everything else. Up to this time she had been spectators with terror, and

pharisaic protestations against the exceedingly sinfulness of Chinamen.

GREAT EXCITEMENT IN WALES.—ABOUT A MARVELOUS CURE.—LIVING SIX YEARS WITHOUT GOING TO BED.

Mr. E. Jones, while spending a few days at the pleasant seaside town of Aberystwyth, Cardiganhire, Wales, I heard related what seemed to me either a fabulous story or a marvellous cure.

The story was that a poor sufferer who had not been able to lie down in bed for six long years, given up by all the Doctors, had been suddenly cured by some Patent Medicine. It was related with the most implicit confidence from the circumstances, as was said, that the Vicar of Llanyrtyd was familiar with the facts, and could vouch for the truth of the cure.

Having a little curiosity to know how such a story grew in travelling, I took the liberty while at the village of Llanyrtyd to call upon the Vicar, the Rev. T. Evans, and to enquire about this wonderful cure.

Though a total stranger to him, both he and his wife most graciously entertained me in a half hour's conversation, principally touching the case of Mr. Pugh, in which they seemed to take a deep and sympathetic interest, having been familiar with his sufferings, and now rejoiced in what seemed to them a most remarkable cure.

The Vicar related that he presumed his name had been connected with the report from his having mentioned the case to Mr. John Thomas, a chemist of Llanon. He said Mr. Pugh was formerly a resident of their parish, but was now living in the parish of Llanidloes.

He then related that Mr. Wm. Pugh's character was a respectable farmer and worthy of credit. He told the venerable Vicar with a livelier sense of the happy relation of a pastor and people, feeling that he was one who truly sympathized with all who are afflicted in mind, body, or estate.

On my return to Aberystwyth, I was impressed with a desire to see Mr. Pugh, whose reputation stood so high. His farm is called Pacon-mawr, signifying 'above the dingle,' situated near the summit of a smooth round hill, overlooking a beautiful valley, which is situated the lovely valley of the Church of Llanidloes. I found Mr. Pugh, apparently about 40 years old, of medium height, rather slight, with a pleasant and intelligent face. I told him I had heard of his great affliction and of his remarkable and almost miraculous relief, and that I had come to learn from his own lips what was the cause of his recovery.

Mr. Pugh remarked that his neighbours had taken a kindly and sympathetic interest in his case for many years, but of late their interest had been greatly awakened by a happy change in his condition. What you report, as having been said by me, is substantially true, with one exception. I never understood that my cure was ever given up as hopeless by any Physician. I have been treated by several Doctors hereabouts, as good as any in Wales, but unfortunately no prescription of theirs ever brought the desired relief.

Fifteen years ago, he said, I first became conscious of a sour and deranged stomach and loss of appetite, which the Doctors told me was Dyspepsia. What food I could hold in my stomach seemed to do me no good and was often thrown up with painful relapsing. I was followed about a time by a housewife and a raw soreness of the throat which the Doctors called bronchitis, and I was treated for that, but with little success. Then came shortness of breath and a sense of suffocation, especially nights, with clammy sweat, and I would have to get out of bed and open a door for a window in winter weather to fill my lungs with the cold air.

About six years ago I became so bad that I could not sleep in bed, but had to take my night rest and dreamy sleep sitting in a reclining chair. My affliction seemed to be a kind of chronic dyspepsia, as well as appears into my lungs and throat. In the violent coughing spasms which grew more frequent, my abdomen would expand and collapse at times it would seem that I should suffocate. All this time I was reduced in strength, and I could perform no work, and my spirits were consequently much depressed.

Early in this last spring I had a still more severe spasmodic attack, and my family and neighbours became alarmed, believing that certainly I would not survive, when a neighbour, who had some knowledge, or had heard of the medicine, sent me a bottle by the driver of the Omnibus Post, some seven miles distant, and fetched a bottle of Mother Seigel's Curative Syrup.

This medicine they administered to me according to the directions, when to my surprise, and delight no less than my own, the spasms ceased, my appetite returned, and my stomach was calmed. My bowels were moved as by a gentle cathartic, and I felt a sense of quiet comfort all through such as I had not before realized in many years. I could walk around the house and breathe freely in a few hours. After I had taken the medicine I have continued to take the medicine daily now for some time over two months, and I can lie down and sleep sweetly at nights and have not since had a recurrence of those terrible spasms and sweatings. I have been so well, but I do not remember all these things, my whole system that I have not tried to perform any very hard out-door labour, deeming it best to be prudent lest by over-exercising I may do myself injury before my strength is fully restored. I feel that my stomach and bowels have been and are being thoroughly renovated and renewed by the medicine. In fact I feel like a new man.

I have been much congratulated by my neighbours, especially by the good Vicar of Llanyrtyd, who with his sympathetic wife have come three miles to shed tears of joy on my recovery.

I bade Mr. Pugh goodbye, happy that even at least among thousands had found a remedy for an aggravating disease. Believing this remarkable case of Dyspepsia Asthma should be known to the public, I beg to submit the above facts as they are related to me.

E. T. W.

Government Notification.

No. 56.

HARBOUR DEPARTMENT.

The following Rules regarding signalling at the Peak are published for general information.

By Command, FREDERICK STEWART, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 17th February, 1886.

Master Head, will be hoisted. If, when the vessel is made out, she is not a Mail Steamer, the Vessel's distinguishing flag will be substituted for the Compass Signal, and it will be kept flying until the Ship anchors. The Distance Signal will be kept flying fifteen minutes after the Steamer is made out.

6. If the Steamer is a regular Mail Steamer a Gun will be fired, and a Ball over the English, French, or American Ensign, with the Distance off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be hoisted down. The Ball and Ensign will be kept up until the vessel anchors. The Distance Signal will be kept flying for half-an-hour, and changed at each successive half hour to show the Distance off at that time. When the vessel is between Green Island and the North Point of Hongkong, the Distance Signal will be hoisted down. If the Mail Steamer is not in the Harbour when it is too dark to distinguish flags, a red light will be exhibited at the West Yard Arm, or a green light at the East Yard Arm until she anchors.

7. River Steamers will not be signalled. The approach of other Steamers from Macao or Canton will be made known by hoisting the National, or House Flag and Symbol at Yard Arm.

8. If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar Flag will be shown above the Ball, or the Flag above will be hoisted at the Mast Head.

9. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flag, at the Quarter of the Yard, or at the Yard Arm.

Note.—The Distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the list of Flags.

H. G. THOMSON, R.N., Harbour Master, &c.

CHINA COAST METEOROLOGICAL REGISTER.

SEPTEMBER 30.—AT 4 P.M.

Station.	Temperature.	Humidity.	Direction.	Force.	Weather.	Barometer.
Manila.	29.87	71	SE	1	c	0.66
Hainan.	28.84	87	NE	1	b	
Hongkong.	29.08	78	SE	1	b	
Amoy.	30.04	85	SE	2	a	
Foochow.	30.04	85	SE	2	a	
Shanghai.	30.04	85	SE	2	a	
Nagasaki.	30.04	85	SE	2	a	
Wl. Ostok.	29.74	85	SE	2	a	

October 1.—AT 10 A.M.

Station.	Temperature.	Humidity.	Direction.	Force.	Weather.	Barometer.
Hainan.	29.08	81	SE	1	b	
Hongkong.	29.08	81	SE	1	b	
Amoy.	30.07	77	SE	1	b	
Foochow.	30.07	77	SE	1	b	
Shanghai.	30.07	77	SE	1	b	
Nagasaki.	30.07	77	SE	1	b	
Wl. Ostok.	29.04	95	SE	0	f	

The barometer has fallen and gradients continue moderate for N.E. winds. The temperature is moderate, the humidity low and the weather fine.

W. DOBBERE, Government Astronomer.

Hongkong Observatory, 1st October.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade in degrees Fahrenheit.

3. RELATIVE HUMIDITY, in percentage of saturation, the humidity of air, saturated with moisture being 100.

4. DIRECTION OF WIND, in two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, by blue sky, c, detached clouds, d, drizzling rain, f, fog, g, gloomy, h, light, i, lightning, o, overcast, p, passing showers, r, rain, s, snow, t, thunder, v, visibility, w, dew (wet), x, ice, and land-fog.

7. RAIN, in inches, tenths and hundredths.

Money Orders.

1.—Money Orders are issued at Hongkong and Shanghai on the following countries and places:—

2.—As to the rate of exchange, see the following list:—

3.—As to the rate of exchange, see the following list:—

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39.—As to the rate of exchange, see the following list:—

40.—As to the rate of exchange, see the following list:—

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF SYDNEY will be despatched for San Francisco, via Yokohama, on TUESDAY, the 12th October, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets, granted to England, France, and Germany, by all trans-Atlantic Lines of Steamers.

Return Passengers.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 50% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pro-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to San Francisco.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full value of same is required.

Consular invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agents of the Company, No. 504, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, September 23, 1886. 1881

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, GENOA, PLYMOUTH, AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship ANCONA, Captain S. F. COLE, with Her Majesty's Mail, will be despatched from this office for LONDON direct, via SUEZ CANAL and usual Ports of Call, on TUESDAY, 12th October, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Passengers and Freight (Gold) at the Office until 10 a.m. on the day of sailing.

Freight and Passage, regarding the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Passengers and Cargo for MARSEILLES.

E. L. WOODIN, Acting Superintendent.

Hongkong, September 27, 1886. 1886

For Sale.

NOW ON SALE.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT, BY DR. J. H. EITEL.

CHOW CHING, PP. 1018.

HONGKONG, 1877-1883.

Part I. A-K. ... \$2.50

Part II. K-M. ... \$2.50